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the wide circle of his acquaintance. In deportment he was ever a model of propriety, dignified yet courteous, decided in his convictions yet modest in expressing them, considerate not only of the rights but of the feelings of all with whom he was associated, never unkind in word or act, and one of whom no one ever spoke or thought unkindly, singularly guileless and unselfish, a pure-minded, large-hearted, loving, and lovable Christian gentleman. His sincere, humble, childlike piety gave an attractive charm to all his conduct and conversation, and no one could be associated with him without feeling its elevating, refining, and ennobling influence. It was fitting that such a life should be crowned by the production of a work that will be prized by sincere seekers after truth respecting the works and the word of God, — an exhibition of the harmony of science and revealed religion."

ANDREW ATKINSON HUMPHREYS.

It falls to the lot of few men to encounter responsibilities so weighty and so diverse in character as those which rested upon General Humphreys at different periods of his long professional career; and of fewer still, to make of each new responsibility a new title to distinction.

Soldiers will most admire the general whose thoughtful intellect organized victory while others slept, and whose fiery energy led him into the thickest of the fight, until, like the heroes of mythology, he seemed to bear a charmed life.

Administrators will appreciate the skill displayed in systematizing the Coast Survey Office; in directing the Pacific Railroad explorations to a prompt and successful termination; and, after the war was over, in welding together the remnants of two distinct Corps of Engineers, and creating from them a united body fitted to meet the responsibilities devolved by law upon the organization.

Scientists will see his highest titles to fame in his personal investigations of the great questions involved in the construction of the Pacific Railroad; in the protection of the alluvial region of the Mississippi against overflow; in the deepening of the channels at the mouths of that river; and in the many other problems which engaged his attention before the cares of his high office as Chief of the Corps rendered it impossible to find leisure for such studies; — but they will also gratefully remember his appreciation of

the needs of science, and his care to aid its votaries whenever his position afforded the opportunity.

Personal friends who were associated with him intimately in private life, and knew his sterling independence of character, his contempt of all shams, his breadth of intellect, his appreciation of good in others, his generosity in according full credit whenever it was due, his inbred courtesy, which extended beyond forms and was an integral part of himself, — in a word, who knew the man, — will place these qualities above all others, because they constituted the basis upon which his unobtrusive greatness was founded.

Andrew Atkinson Humphreys was born in Philadelphia on November 2, 1810. His grandfather and father had both been distinguished in the public service as Naval Constructors, and each finally became chief of that Corps. The boy was admitted to the Military Academy, under Colonel Thayer as Superintendent, in 1827, and was graduated in 1831. His mind was one of those which mature slowly; and his standing, thirteenth in a class of thirty-three members, was no gauge of his real ability. He was assigned to the Second Artillery; but after serving mostly at Southern stations, and taking part in the Florida war, his health suffered severely, and he resigned his commission in 1836.

He adopted civil engineering as his profession; but when the Corps of Topographical Engineers was created, in 1838, he was appointed one of the First Lieutenants of the new organization. After various duties on the Great Lakes, and serving again in the Florida war, he was ordered to Washington in 1842; where he remained for two years as assistant in the Bureau of his own Corps, and for five years in charge of the Coast Survey Office under Professor Bache as Superintendent.

In 1850, he was selected to direct the topographical and hydrographical survey of the delta of the Mississippi, and the investigations to determine the most practicable plan for securing it against inundation, and for deepening the channels at the mouths. While prosecuting this work in 1851, Captain Humphreys was prostrated by a sun-stroke, which unfitted him for active duty for about two years. During the latter part of this time he travelled in Europe, and carefully studied the experience of many centuries on similar works for improving the Po, the Rhine, the Vistula, and other rivers.

Immediately after his return, in the summer of 1854, in addi-

tion to the Mississippi investigations, he was placed in charge of the explorations and surveys for determining the most practicable route for a railroad from the Mississippi River to the Pacific Ocean. From this date until the breaking out of the war, he performed an amount of professional labor which will be appreciated only by those who had personal knowledge of it at the time. Burdened with these two great national works and with the direction of subsequent explorations in the West, he was also an active member of the Light House Board, and served on two different commissions, charged with important duties connected with the Military Academy, beside making special reports upon various works of internal improvement, which exhibit profound study and great ability. His mind seemed to work like a machine which required neither rest nor repairs; but his bodily health suffered from his intense application.

Of General Humphreys's war record this is not the place to speak. He served with the Army of the Potomac during the whole of its checkered history, and won a reputation which places him confessedly among the greatest soldiers the country has produced.

His last mental labor (1882-83) was the preparation of two volumes of the Scribner series, treating of the operations subsequent to the battle of Gettysburg, which have recently been compared to Cæsar's Commentaries by one of our best read military critics. During this period, Major-General Humphreys was either performing the duties of Chief of Staff of the Army or commanding the Second Corps; and it is fortunate indeed that he found time to write what will always be regarded as a military classic covering the most important operations of the war.

After the termination of hostilities General Humphreys was charged with an examination of the condition of the Mississippi levees, with a view to deciding what could best be done by the government to repair the damages and neglects caused by the war. On August 8, 1866, he was appointed Chief of Engineers with the rank of Brigadier-General in the regular service.

He held this office for thirteen years, serving also as a member of several boards and commissions charged with highly important duties. This period was one of transition in the history of the Corps of Engineers. The two corps which had existed before the war had been consolidated in 1863. Many of the most distinguished officers had been killed during the war, and their places were supplied by recent graduates of the Military Academy, whose period of service

spent in active campaigning had afforded no experience on works of construction, on surveys, or on special investigations.

The great changes in ordnance and the introduction of armor plating upon ships of war, rendered necessary a complete revision of our system of sea-coast defence. Works of internal improvement were undertaken upon a gigantic scale, calling for the earnest and systematic efforts of the Corps, both individually and as a body, to meet in this branch of duty the just expectations of the War Department and of Congress.

Never before had so responsible duties devolved upon the Chief of Engineers, but it was soon seen that the hand of a master was at the helm. The work of the general office was divided into four divisions, and an officer of special fitness was placed in charge of each. The old responsible board of Engineers for Fortifications was revived, with the distinguished names of Barnard, Cullum, Tower, and Wright as its *personnel*. Officers of rank and experience were selected for the charge of important districts and duties, according to merit as shown by their records in the department; and soon, under his careful attention, everything was working as smoothly as if the great convulsion caused by four years of civil war had never shaken the organization.

General Humphreys's individual contributions to science, and his care to advance its interests, were appreciated. In 1857, he was elected a member of the American Philosophical Society, Philadelphia; in 1862, an honorary member of the Imperial Royal Geological Institute of Vienna; in 1863, a Fellow of the American Academy of Arts and Sciences, Boston. In the same year, his name was placed on the list of the original corporators of the National Academy of Sciences. In 1864, he was elected an honorary member of the Royal Institute of Science and Arts of Lombardy, Milan. He was also a corresponding member of the Geographical Society of Paris; of the Austrian Society of Engineer Architects; and of the New Orleans Academy of Sciences. In 1880, he was elected an honorary member of the Italian Geological Society. The degree of LL. D. was conferred upon him by Harvard College in 1868.

In the regular service, besides the ordinary promotion in his Corps, he received the brevets of Colonel, Brigadier-General, and Major-General for gallant and meritorious services in the battles of Fredericksburg, Gettysburg, and Sailor's Creek.

He was married in 1839 to his cousin, Miss Rebecca Hollingsworth, and in his home the happiest hours of his life were spent.

There he always found rest from his labors in an atmosphere of love not often of this world; and when, on December 27, 1883, his final summons came, suddenly as the soldier would have wished, his sons and daughter were able to gather round and support their mother in her affliction.

When, upon his own application in 1879, his name was placed on the retired list of the Army, it was universally felt that one of the great men of the age had entered upon a merited rest. During a long life he had always ranged himself on the side of right, justice, and truth; and no personal considerations had ever hampered him when he felt that duty required a strong and decided stand. With all this strength, he was one of the kindest and most generous of men, and he possessed a personal magnetism which never failed to win the regard of those thrown into close relations with him. Indeed, the closer those relations, the stronger were the feelings of admiration and love engendered.

WILLIAM AUGUSTUS NORTON.

WILLIAM AUGUSTUS NORTON was born in East Bloomfield, N. Y., October 25, 1810, and died, September 21, 1883, after an illness of but a few days, within a month of the completion of his seventy-third year.

In 1827 he entered the Military Academy at West Point, where he graduated with high honors, and, in 1831, was promoted Second Lieutenant of Fourth Artillery, and assigned to duty as Acting Assistant Professor of Natural Philosophy in the Military Academy. He filled this position until 1833, with the exception of a few months, when he served with his regiment in the "Black Hawk War." In 1833 he resigned his position in the army, and was appointed Professor of Natural Philosophy and Astronomy in the University of the City of New York. This position he filled until 1839. He was afterwards Professor of Mathematics and Natural Philosophy in Delaware College, Newark, Delaware. This post he held for ten years, when he was elected President of the College, and served in this capacity during the year 1850. He then went to Brown University, Providence, Rhode Island, where he had charge of the Department of Natural Philosophy and Civil Engineering. In 1852 he was elected Professor of Civil Engineering in Yale College; and in the autumn of that year he entered upon his duties with a class of twenty-six students, who had followed their instructor from Brown University.

From that time, to the day of his death, he was ever found at his